



NORTH CAROLINA DEPARTMENT OF TRANSPORTATION

**GREENSBORO - HIGH POINT ROAD
(SR 1486 / 4121)**

FROM PROPOSED US 311 BYPASS TO HILLTOP ROAD (SR 1424)

TIP PROJECT U-2412
WBS Element 34802
Federal Project Number STP-4121 (1)

Guilford County

Design Public Hearing

Informal Open House 4:30 p.m. – 6:30 p.m.
Formal Presentation 7:00 p.m.

Ragsdale High School Cafeteria
602 High Point Road
Jamestown, 27282

May 22, 2007

PURPOSE OF PROJECT

The proposed project will provide a multi-lane, mostly controlled-access roadway to accommodate the increasing transportation demand in the Jamestown area of Guilford County. The purpose of the proposed project is to:

- 1) Increase the traffic carrying capacity to meet projected transportation needs and improve current and future level-of-service;
- 2) Enhance connectivity between US 311 Bypass (Future I-74), the Greensboro Western Urban Loop (Future I-40), and the Southwest Guilford County transportation network;
- 3) Improve access between High Point, Jamestown and Greensboro.

This proposed Greensboro – High Point Transportation Improvement Project, has been an important element of the urbanized area's transportation plans for more than 20 years. It will offer an alternate route to local roads throughout western Guilford County.

The project calls for improving the Greensboro – High Point Road (SR 1486 / SR 4121) on existing and new location. The project is a proposed six lane, median-divided roadway with a small section that is four-lane median divided between Ring Street to west of Harvey Road. The access control varies along the project, but is mostly fully controlled access. See the Proposed Project Information in this handout for more details.

PURPOSE OF PUBLIC HEARING

Today's hearing is one step in the Department of Transportation's procedure for making you, the public, a part of the project's development process. The Department of Transportation is soliciting your views on the design of the proposed construction.

The Department of Transportation's planning and environmental studies on the above project are presented in the environmental document – A map setting forth the location and design of the project and a copy of the Final Environmental Impact Statement (FEIS) and Record of Decision (ROD) have been available for public review 30 days prior to this public hearing at the following locations:

- Jamestown Town Hall, 301 East Main Street, Jamestown, 27282
- High Point Municipal Building (City Hall), High Point Metropolitan Planning Organization (HPMPO), 211 South Hamilton Street, 3rd Floor, High Point, 27261
- Melvin Municipal Office Building (City Hall), Greensboro Department of Transportation (GDOT), 300 W. Washington Street, 3rd Floor, Greensboro, 27402
- NCDOT Division Office, 1584 Yanceyville Street, Greensboro, 27405

- The map may be viewed online at http://www.hpdot.net/HPMPO/projects/Greensboro-High_Point/greensboro-hp.htm.

YOUR PARTICIPATION

You are encouraged to participate by voicing your comments. Several representatives of the North Carolina Department of Transportation are present. They will be happy to talk with you, explain the design to you and answer your questions. You may write your comments or questions on the comment sheet attached and leave it with one of the representatives or mail them by June 25, 2007.

Those wishing to submit written material may do so to:

Ms. Kimberly D. Hinton
Senior Public Involvement Officer
NCDOT - Human Environment Unit
1583 Mail Service Center, Raleigh, NC 27699-1583
PHONE: (919) 715-1595 FAX: (919) 715-1501
Email: khinton@dot.state.nc.us

Everyone present is urged to participate in the proceedings. It is important, however, that the **OPINIONS OF ALL INDIVIDUALS BE RESPECTED REGARDLESS OF HOW DIVERGENT THEY MAY BE FROM YOUR OWN.** Accordingly, debates, as such, are out of place at public hearings. Also, the public hearing is not to be used as a POPULAR REFERENDUM to determine the location and/or design by a majority vote of those present.



WHAT IS DONE WITH THE INPUT?

A post-hearing meeting will be conducted after the comment period has ended. This meeting will be attended by NCDOT staff representing Planning, Design, Traffic, Division, Right of Way, Public Involvement & Community Studies, and others, such as Federal Highway Administration, who play a role in the development of a project. When appropriate, local governmental officials also attend.

All spoken and written issues are discussed at this meeting. Most issues are resolved at the post hearing meeting. The Department of Transportation considers safety, costs, traffic service, social impacts and public comments in making decisions. Complex issues may require additional study and may be reviewed by higher management, Board of Transportation Members and/or the Secretary of Transportation.

Minutes of the post-hearing meeting are prepared and a summary is available to the public. You may request this document on the attached comment sheet.

CORRIDOR SELECTION PROCESS

The Section 404/National Environmental Policy Act Merger Process Project Team convened to recommend the Least Environmentally Damaging Practical Alternative (LEDPA) on February 10, 2005. This Merger Team is comprised of representatives from the NCDOT, the Federal Highway Administration, the US Army Corp of Engineers, the US Fish and Wildlife Service, the US Environmental Protection Agency, the NC Division of Water Quality, the NC Wildlife Resource Commission, and the State Historic Preservation Office. Other agencies are included as appropriate. The LEDPA recommendation is sent to the Secretary of Transportation for the final selection. Alternative Corridor 2 has been selected as the Preferred Alternative.

The Environmental document - Record of Decision was approved by the Federal Highway Administration on December 30, 2006. The Record of Decision states what the decision was, identifies all alternatives considered by the agency in reaching its decision, and states whether all practicable means to avoid or minimize environmental harm from the alternative selected have been adopted. This means that the location (Alternative Corridor 2) is the approved location for this project.

NCDOT TRAFFIC NOISE ABATEMENT

The NCDOT Traffic Noise Abatement policy (effective September 2004) states that Federal and State governments are no longer responsible for providing noise abatement measures for new development for which building permits are issued within the noise impact areas of the proposed highway project after the "Date of Knowledge". ***The Date of Knowledge for the Greensboro – High Point Road Project is the date of the Final Environmental Document which is the Record of Decision (ROD), December 30, 2006.*** Local governing bodies have the responsibility of insuring that developments occurring after the "Date of Knowledge" utilize noise compatible designs.

STATE-FEDERAL RELATIONSHIP

This proposed project is a Federal-Aid Highway Project and thus will be constructed under the State-Federal Aid Highway Program. Financing of this project will be 80% Federal funds and 20% State funds. The Board of Transportation is responsible for the selection and scheduling of projects on the Federal Aid System, their location, design and maintenance cost after construction. The Federal Highway Administration is responsible for the review and approval of the previously mentioned activities to ensure that each Federal Aid Project is designed, constructed and maintained to Federal Aid Standards.

NEED FOR THE PROJECT

Improvements to the transportation network are needed to provide a primary arterial and major thoroughfare between Greensboro and High Point. Currently there are two and three lane roadways in the area. They are congested and traffic volumes are expected to increase with industrial, commercial and residential growth.

Local officials have long identified this project as one of their primary goals in transportation. It is included in both the Greensboro Urban Area and High Point Urbanized Area Long-Range Transportation Plans (LRTP). The LRTP is a fiscally constrained plan that identifies facilities, such as roadways, transit and intermodal components for twenty years into the future.

The need for the project is demonstrated by the area's increasing travel demand and the limited number of east-west arterials available to serve this demand. Updated traffic volumes indicate that the existing facility is currently over capacity and traffic service will continue to degrade as traffic demand increase. Improvement and increases in traffic carrying capacity are needed to better serve projected traffic volumes in the project area. An improved Greensboro – High Point Road will provide better east-west access and enhance connectivity between US 311 Bypass (Future I-74) and the Greensboro Western Urban Loop, and the Southwest Guilford County transportation network.

PROJECT DESCRIPTION

The proposed Greensboro – High Point Road (SR 1486 / SR 4121) is identified in the North Carolina Department of Transportation (NCDOT) Transportation Improvement Program as Project Number U-2412. The project is a proposed six lane, median-divided roadway mostly on existing and new location. A four-lane median divided roadway is proposed between Ring Street to west of Harvey Road. Access varies along the project from fully controlled access, partial access, to a small section with no access control. The curb & gutter sections will have wider outside lanes (14 foot) to accommodate bicycles. The berms are 10 foot wide to accommodate future construction of sidewalks by the local municipality. Interchanges are located at US 311 Bypass (Future I-74) and the Future Greensboro Western Loop. Some intersecting roads will be Manor Drive, North Scientific Street (SR 1332), Ragsdale / Dillon Road (SR 1354), Harvey Road (SR 1355), Vickrey Chapel Road (SR 2448), Guilford College Road (SR2162), Groomtown Road (SR 1129) / Mackay Road (SR 1549), Suttonwood Drive (SR 1370), Roland Road (SR 1581), and Fairfax Road.

Tonight's public hearing will present the Selected Alternate Corridor 2 and modifications that have occurred since the 2003 Public Hearing. The project is tentatively scheduled to start the right-of-way acquisition process in 2009 and the construction of the project is tentatively scheduled to start 2011. However due to budget constraints, dates are subject to change.

Summary of Impacts – Alternate Corridor 2

Item / Impact Category (Reference to Section in FEIS)	Preferred Corridor Alternative Corridor 2
Length km (mi)	12.7 (7.9)
Number of Interchanges	1
Railroad Crossings	1
Major Utility Crossings	5
100 Year Floodplain Crossings (Floodway Crossings)	4 (3)
Relocations Total (Minority) (4.1.1.2)	
Homes	91 (23)
Businesses	44 (10)
Churches	1
Schools Impacted Directly (4.1.1.3.1)	0
Cemeteries Impacted (4.1.1.3.2)	0
Archaeological Sites – Eligible (4.1.4.2)	0
Historic Structures / Districts Adverse Effect (4.1.4.1)	0
Section 4(f) Resources (4.1.6.1)	0
Potential Hazardous Materials / UST Sites (4.1.3.6)	34
Traffic Noise Impacts (4.1.3.1)	60
Natural Community Impacts ha (ac) (4.1.5.2.)	
Deciduous Forest	21.8 (53.9)
Evergreen Forest	4.6 (11.3)
Mixed Forest	25.1 (62.0)
Bare / Transitional Areas	7.8 (19.4)
Pasture / Agricultural	4.8 (11.9)
Residential / Commercial	39.8 (98.5)
Wetlands	0.8 (1.8)
Open Water	1.4 (3.5)
Total Community Areas	105.9 (261.8)
Stream Impacts – Number of Mitigable Crossings	11
Wetlands – Number of Impacts	5
Stream Impacts – meters (feet) (Does not include bridged streams) (4.1.5.3.2)	
USACE and DWQ Mitigable	657 (2157)
DWQ Mitigable Only	113 (370)
Non-Mitigable	47 (154)
Randleman Rules Buffer Impacts – ha (ac) (4.1.5.4.2)	
Zone 1	2.5 (6.3)
Zone 2	1.9 (4.7)
Total	4.4 (11.0)
Number of Buffer Impacts	20
Right of Way and Utility Costs	\$ 70,727,000
Construction Costs	\$ 73,400,000
Total Costs	\$144,127,000

PROPOSED PROJECT INFORMATION

Length: 7.9 miles

Typical Section: US 311 to Ring Street: Six travel lanes with median, 12 foot
(See Figures) shoulder (10 foot paved), Full Access Control

Ring Street to West of Harvey Road: Four travel lanes with median, 10 foot shoulder (4 foot paved), Full Access Control

West of Harvey Road to Guilford College Road: Six travel lanes with median, 12 foot shoulder (10 foot paved), Full Access Control

Guilford College Road to north end of Guilford Memorial Park (Existing Greensboro – High Point Road): Six travel lanes with raised median and curb & gutter, Partial Access Control defined as 1 (one) driveway per parcel; outside through lane will be 14 feet to accommodate bicycles

North end of Guilford Memorial Park to Anson Road (Existing Greensboro – High Point Road): Six travel lanes with raised median and curb & gutter, No Access Control; outside through lane will be 14 feet to accommodate bicycles

Anson Road to Roland Road: Six travel lanes with raised median, 12 foot shoulder (10 foot paved), Full Access Control

Roland Road to Hilltop Road: Six travel lanes with raised median and curb & gutter, No Access Control, outside through lane will be 14 feet to accommodate bicycles

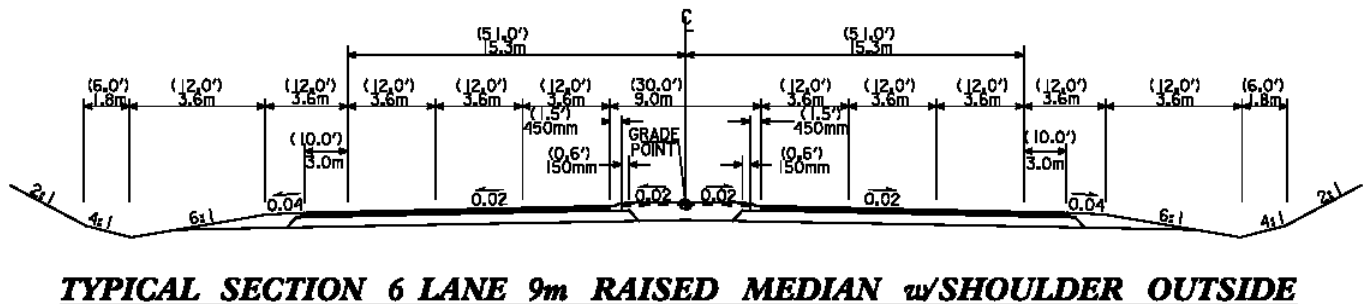
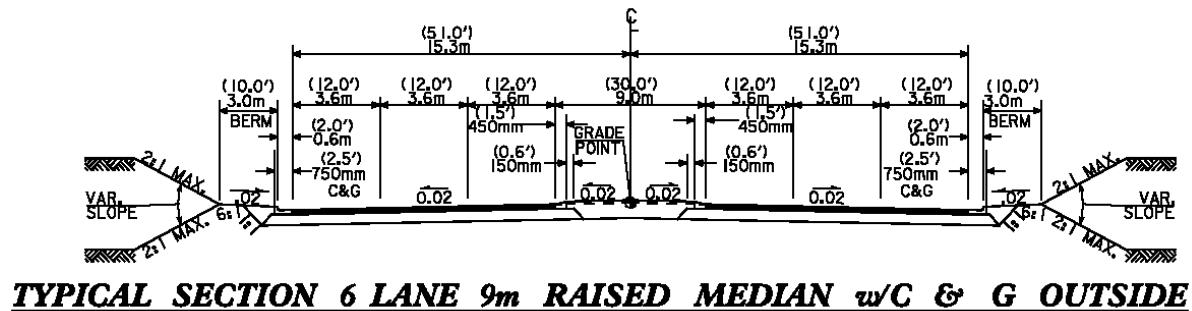
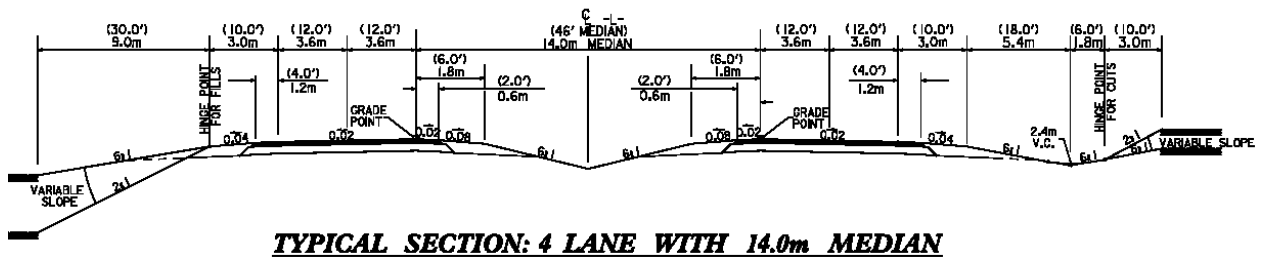
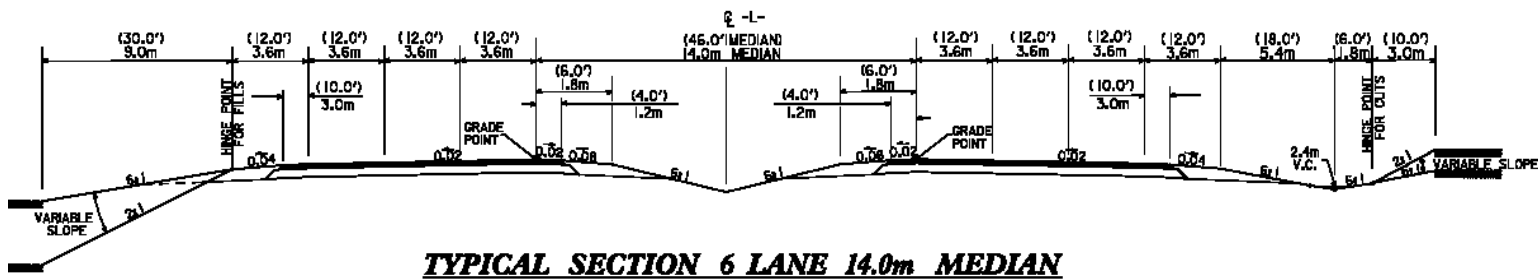
Right of Way: Existing – Varies
Proposed – Varies; Determination in Final Design
Temporary or Permanent Construction Easements will be required to contain construction.

Relocatees:	Residences:	91
(Estimated)	Businesses:	44
	Church	01

Estimated Cost:	Right of Way Cost:	\$ 70,727,000
	Construction Cost:	<u>\$ 73,400,000</u>
	Total:	\$ 144,127,000

Schedule:	Right of Way Acquisition	FY 2009
	Construction	FY 2011

The tentative schedule is shown above. A number of factors can affect a project schedule, and therefore, schedules are subject to change.



RIGHT OF WAY PROCEDURES

After decisions are made regarding the final design, the proposed right-of-way limits will be staked in the ground. If you are an affected property owner a Right of Way Agent will contact you and arrange a meeting. The agent will explain the plans and advise you as to how the project will affect you. The agent will inform you of your rights as a property owner. If permanent right of way is required, professionals who are familiar with real estate values will evaluate or appraise your property. The evaluations or appraisals will be reviewed for completeness and accuracy and then the Right of Way Agent will make a written offer to you. The current market value of the property at its highest and best use when appraised will be offered as compensation. The Department of Transportation must:

1. Treat all owners and tenants equally.
2. Fully explain the owner's rights.
3. Pay just compensation in exchange for property rights.
4. Furnish relocation advisory assistance.



RELOCATION ASSISTANCE

If you are a relocatee, that is, if your residence or business is to be acquired as part of the project, additional assistance in the form of advice and compensation is available. You will also be provided with assistance on locations of comparable housing and/or commercial establishments, moving procedures, and moving aid. Moving expenses may be paid for you. Additional monetary compensation is available to help homeowners cope with mortgage increases, increased value of comparable homes, closing costs, etc. A similar program is available to assist business owners. The Right of Way Agent can explain this assistance in greater detail.

NOTE: PAMPHLETS SUMMARIZING RIGHT OF WAY AND RELOCATION PROCEDURES ARE AVAILABLE AT THE SIGN-IN TABLE.

COMMENT SHEET

GREENSBORO-HIGH POINT ROAD (SR 1486/4121)
FROM PROPOSED US 311 BYPASS TO HILLTOP ROAD (SR 1424)

Public Meeting – May 22, 2007

TIP Project U-2412

Guilford County

NAME: _____

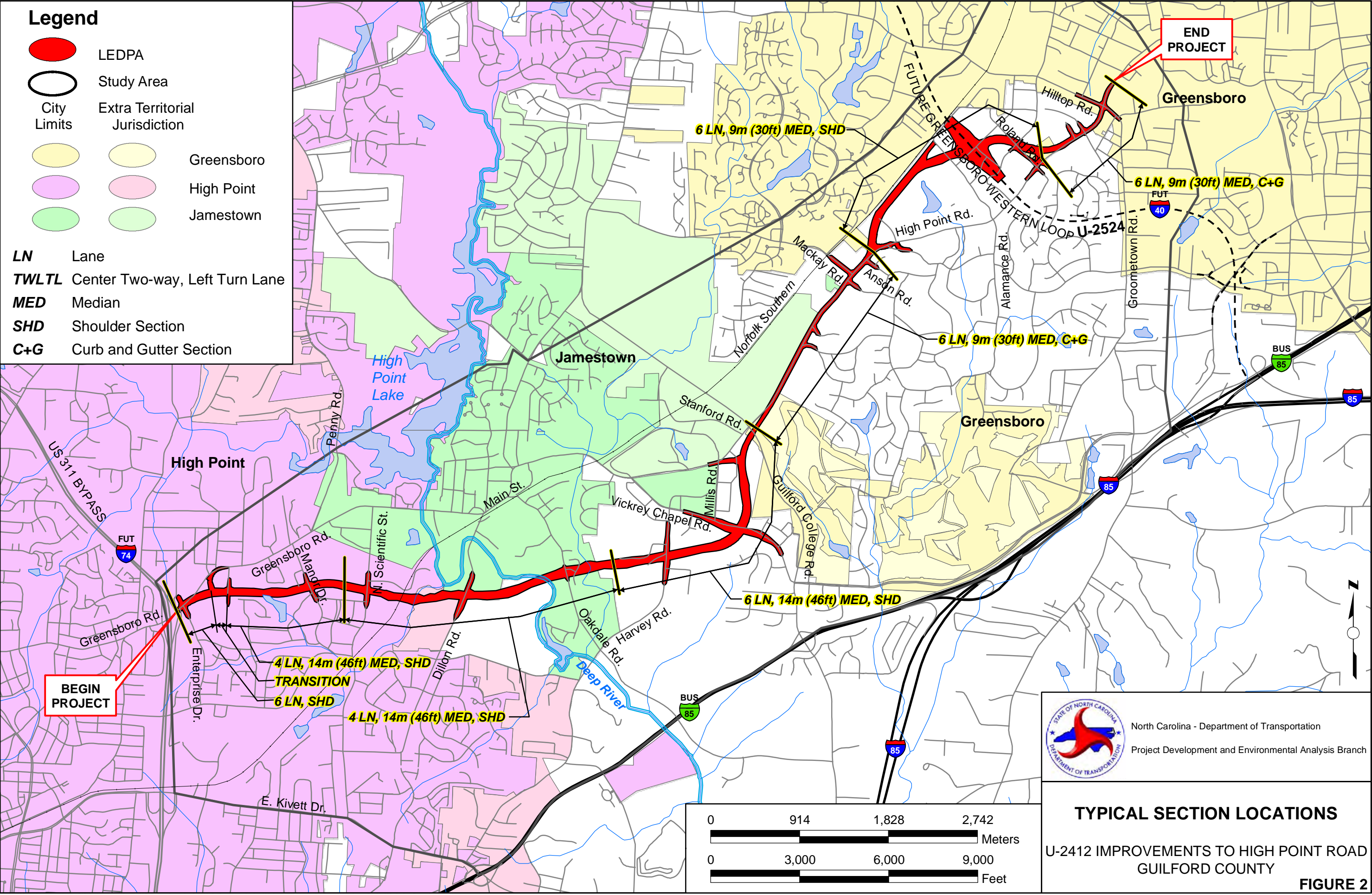
ADDRESS: _____

COMMENTS AND/OR QUESTIONS:

[illegible]

Comments may be mailed by June 25, 2007:

Kimberly D. Hinton, Senior Public Involvement Officer
Human Environment Unit - N. C. Department Of Transportation
1583 Mail Service Center
Raleigh, NC 27699-1583
Telephone: (919) 715-1595
FAX: (919) 715-1501
Email: khinton@dot.state.nc.us



DESIGN PUBLIC HEARING

PROJECT 8.2491602 (U-2412)
F.A. PROJECT STP-4121(I)

GUILFORD COUNTY

SR 1486 - SR 421

GREENSBORO-HIGH POINT ROAD

FROM US 311 (I-74) TO

HILLTOP ROAD (SR 1424)

ROLL 1 OF 4



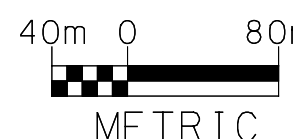
LEGEND

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- EXISTING TRAFFIC SIGNAL
- HISTORIC PROPERTIES
- NOISE SENSITIVE AREA
- DEIS REEVALUATION CORRIDOR
- EXPANDED CORRIDOR

-L- CURVE DATA			
PI Sta 12+12.039	PI Sta 14+58.888	PI Sta 16+48.794	PI Sta 25+143.393
Δ = 13°04'59.3" (LT)	Δ = 16°48'36.3" (RT)	Δ = 33°23'39.7" (LT)	Δ = 2°16'01.7" (RT)
L = 76.486	L = 203.258	L = 104.763	L = 197.974
T = 38.45	T = 52.592	T = 52.592	T = 99.000
R = 335.000	R = 307.507	R = 349.258	R = 5000.000
PI Sta 19+10.309	PI Sta 21+32.720	PI Sta 23+40.240	PI Sta 25+143.393
Δ = 2°54'53.2"	Δ = 17°10'42.3" (RT)	Δ = 2°54'53.2"	Δ = 2°16'01.7" (RT)
L = 60.000	L = 389.332	L = 60.000	L = 197.974
UT = 40.005	UT = 201.797	UT = 40.005	UT = 99.000
ST = 20.005	ST = 600.000	ST = 20.005	ST = 5000.000
Δ = 0.08 m/m	Δ = 0.08 m/m	Δ = 0.08 m/m	Δ = 0.08 m/m
PI Sta 25+107.394	PI Sta 29+162.545	PI Sta 30+57.398	PI Sta 35+74.421
Δ = 2°54'53.2"	Δ = 17°10'42.3" (RT)	Δ = 2°54'53.2"	Δ = 2°16'01.7" (RT)
L = 60.000	L = 389.332	L = 60.000	L = 197.974
UT = 40.005	UT = 201.797	UT = 40.005	UT = 99.000
ST = 20.005	ST = 600.000	ST = 20.005	ST = 5000.000
Δ = 0.08 m/m	Δ = 0.08 m/m	Δ = 0.08 m/m	Δ = 0.08 m/m

BEGIN TIP PROJECT U-2412
-L- STA. 18+30.00

METRIC



PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

DESIGN CRITERIA

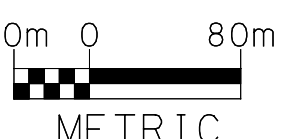
FUNCTIONAL CLASS	NEW LOCATION	WIDENING EXIST.
ARTERIAL	ARTERIAL	ARTERIAL
DESIGN SPEED	110 KPH (60 MPH)	80 KPH (50 MPH)
MAX. SUPERELEV.	0.08m/m	0.08m/m

TYPICAL SECTION: 4 LANE WITH 14.0m MEDIAN

LEGEND

- BUILDINGS
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- PROPOSED RIGHT OF WAY
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PROJECT 8.2491602 (U-2412)
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GREENSBORO-HIGH POINT ROAD

FROM US 311 (I-74) TO

HILLTOP ROAD (SR 1424)

ROLL 1 OF 4



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GREENSBORO-HIGH POINT ROAD
FROM US 311 (I-74) TO
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ROLL 2 OF 4

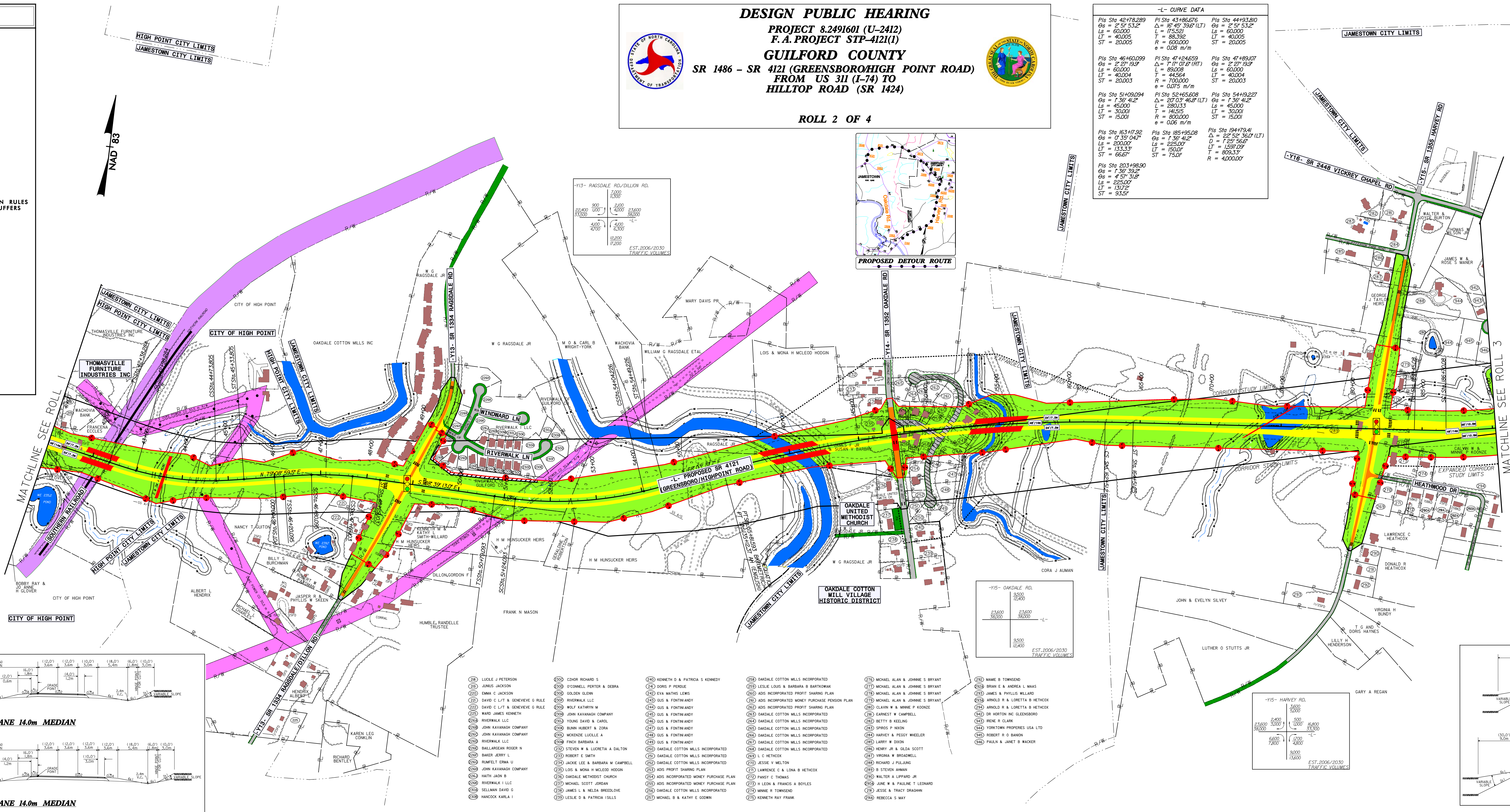
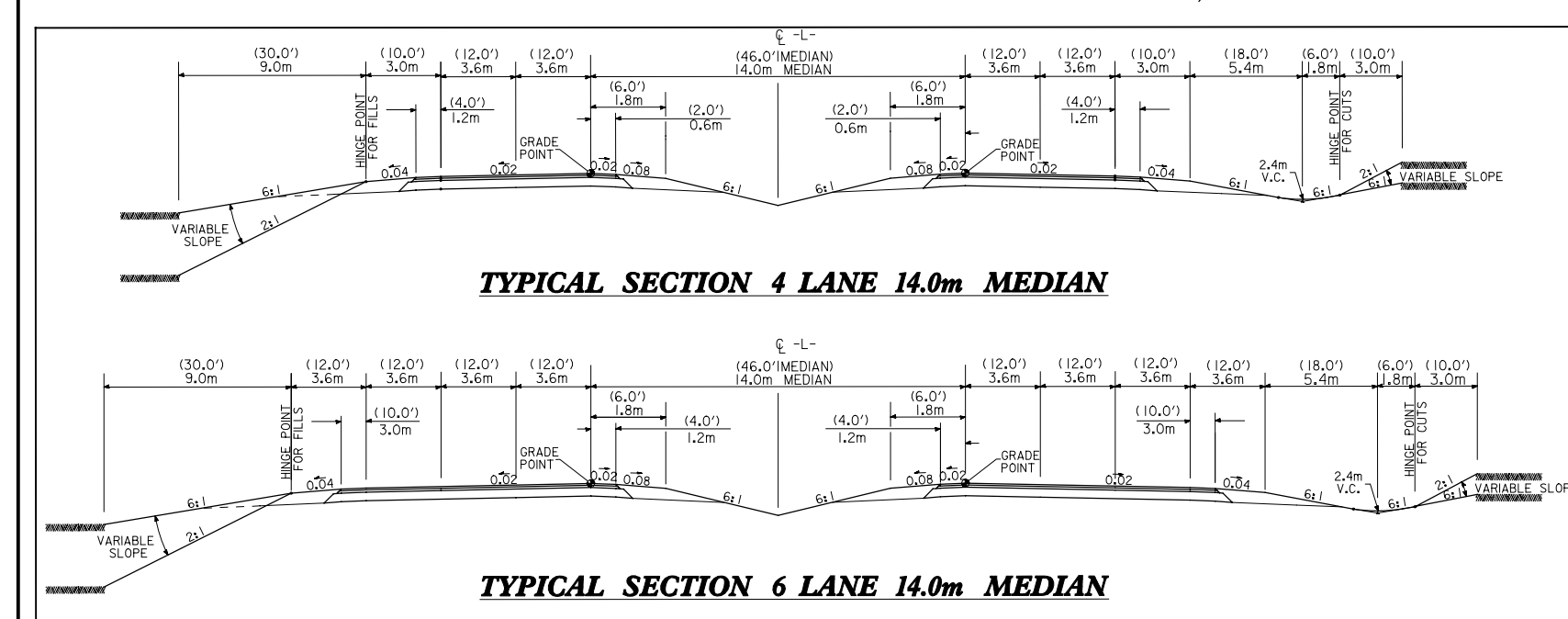
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- LAKES, RIVER, STREAMS AND PONDS
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- ZONE 1 (30 FEET FROM EDGE OF STREAM)
- ZONE 2 (30 TO 50 FEET FROM EDGE OF STREAM)
- RANDLEMAN RULES STREAM BUFFERS
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FUNCTIONAL CLASS	NEW LOCATION	WIDENING EXIST.
DESIGN SPEED	110 KPH (60 MPH)	80 KPH (50 MPH)
MAX. SUPERELEV.	0.08m/m	0.06m/m



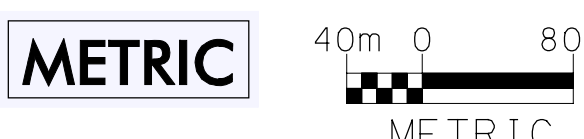
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GUILFORD COUNTY
SR 1486 - SR 4121 (GREENSBORO-HIGH POINT ROAD)
FROM US 311 (I-74) TO
HILLTOP ROAD (SR 1424)
ROLL 2 OF 4

-L- CURVE DATA

Sta 42+78.289 Pc = 2' 51' 53.2" Ls = 60.000 T = 40.000 ST = 20.005 e = 0.05 m/m	Sta 43+86.676 Pc = 16' 49' 39.8" (LT) Ls = 175.50 T = 40.000 ST = 20.005 e = 0.05 m/m	Sta 44+93.810 Pc = 2' 51' 53.2" Ls = 60.000 T = 40.000 ST = 20.005 e = 0.05 m/m
Sta 46+60.099 Pc = 2' 27' 13.9" Ls = 60.000 T = 40.004 ST = 20.003 e = 0.075 m/m	Sta 47+24.659 Pc = 7' 11' 07.8" (RT) Ls = 89.008 T = 44.564 ST = 20.003 e = 0.075 m/m	Sta 47+89.007 Pc = 2' 27' 13.9" Ls = 60.000 T = 40.004 ST = 20.003 e = 0.075 m/m
Sta 54+09.094 Pc = 1' 36' 41.2" Ls = 45.000 T = 30.001 ST = 15.001 e = 0.05 m/m	Sta 52+45.608 Pc = 20' 03' 46.8" (LT) Ls = 280.333 T = 140.515 ST = 800.000 e = 0.05 m/m	Sta 54+19.227 Pc = 1' 36' 41.2" Ls = 45.000 T = 30.001 ST = 15.001 e = 0.05 m/m
Sta 163+17.92 Pc = 0' 35' 04.7" Ls = 20.000 T = 13.333 ST = 66.667 e = 0.05 m/m	Sta 185+195.08 Pc = 1' 36' 41.2" Ls = 225.00 T = 808.33 ST = 75.00 e = 0.05 m/m	Sta 194+79.41 Pc = 22' 52' 36.0" (LT) Ls = 1591.09 T = 808.33 ST = 4000.00 e = 0.05 m/m
Sta 203+198.90 Pc = 1' 36' 41.2" Ls = 45.000 T = 30.001 ST = 15.001 e = 0.05 m/m	Sta 203+198.90 Pc = 1' 36' 41.2" Ls = 45.000 T = 30.001 ST = 15.001 e = 0.05 m/m	Sta 203+198.90 Pc = 1' 36' 41.2" Ls = 45.000 T = 30.001 ST = 15.001 e = 0.05 m/m

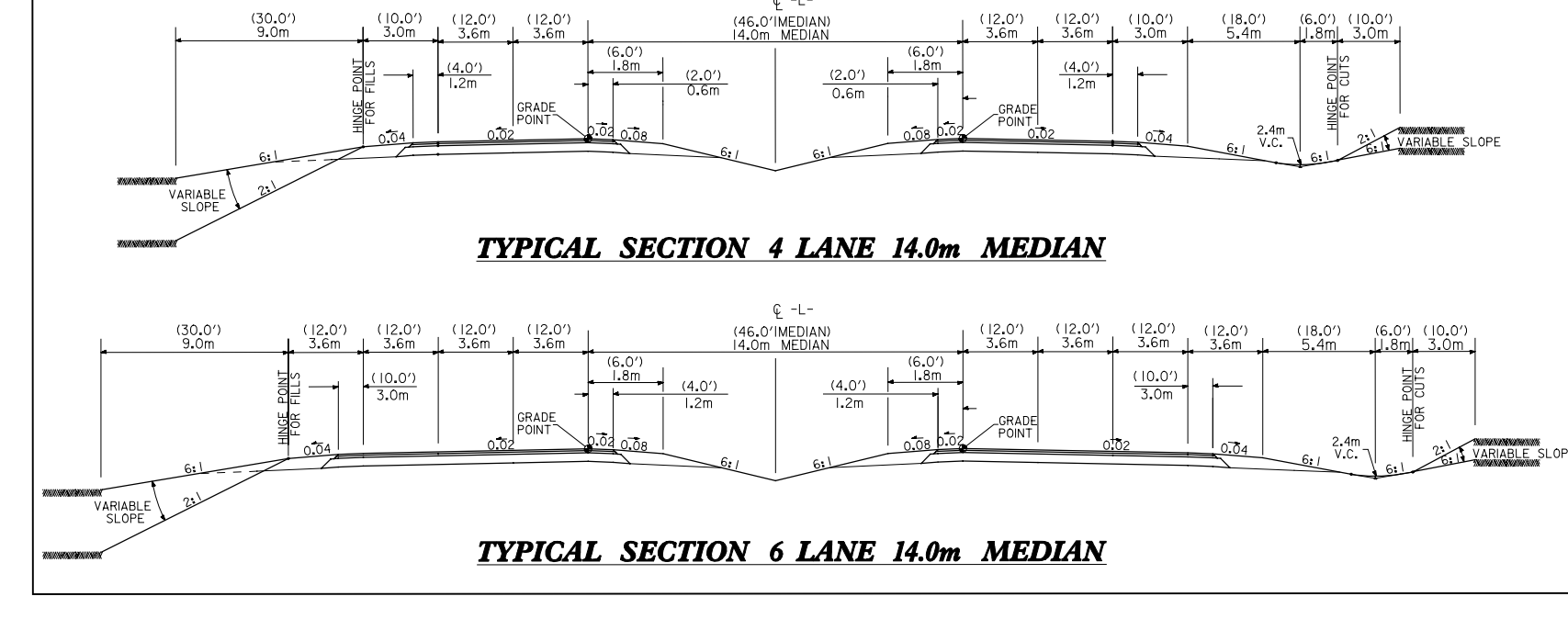
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- PROPOSED ROADWAY
- TEMPORARY ROADWAY / DETOURS
- FUTURE ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- FUTURE STRUCTURES, ISLAND, CURB AND GUTTER
- LAKES, RIVER, STREAMS AND PONDS
- WETLANDS
- ZONE 1 (30 FEET FROM EDGE OF STREAM)
- ZONE 2 (30 TO 50 FEET FROM EDGE OF STREAM)
- RANDLEMAN RULES STREAM BUFFERS
- RAILROADS
- RAILROADS DETOURS
- RAILROAD RIGHT OF WAY
- UTILITY EASEMENT
- CEMETERIES
- PROPOSED FULL CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- HISTORIC PROPERTIES
- NOISE SENSITIVE AREA
- DEIS REEVALUATION CORRIDOR
- EXPANDED CORRIDOR



PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

DESIGN CRITERIA		
FUNCTIONAL CLASS	NEW LOCATION	WIDENING EXIST.
DESIGN SPEED	110 KPH (60 MPH)	80 KPH (50 MPH)
MAX. SUPERELEV.	0.08m/m	0.06m/m



DESIGN PUBLIC HEARING
PROJECT 8.2491602 (U-2412)
F.A. PROJECT STP-4121(I)
GUILFORD COUNTY
SR 1486 - SR 4121
GREENSBORO-HIGH POINT ROAD
FROM US 311 (I-74) TO
HILLTOP ROAD (SR 1424)
ROLL 2 OF 4

LEGEND

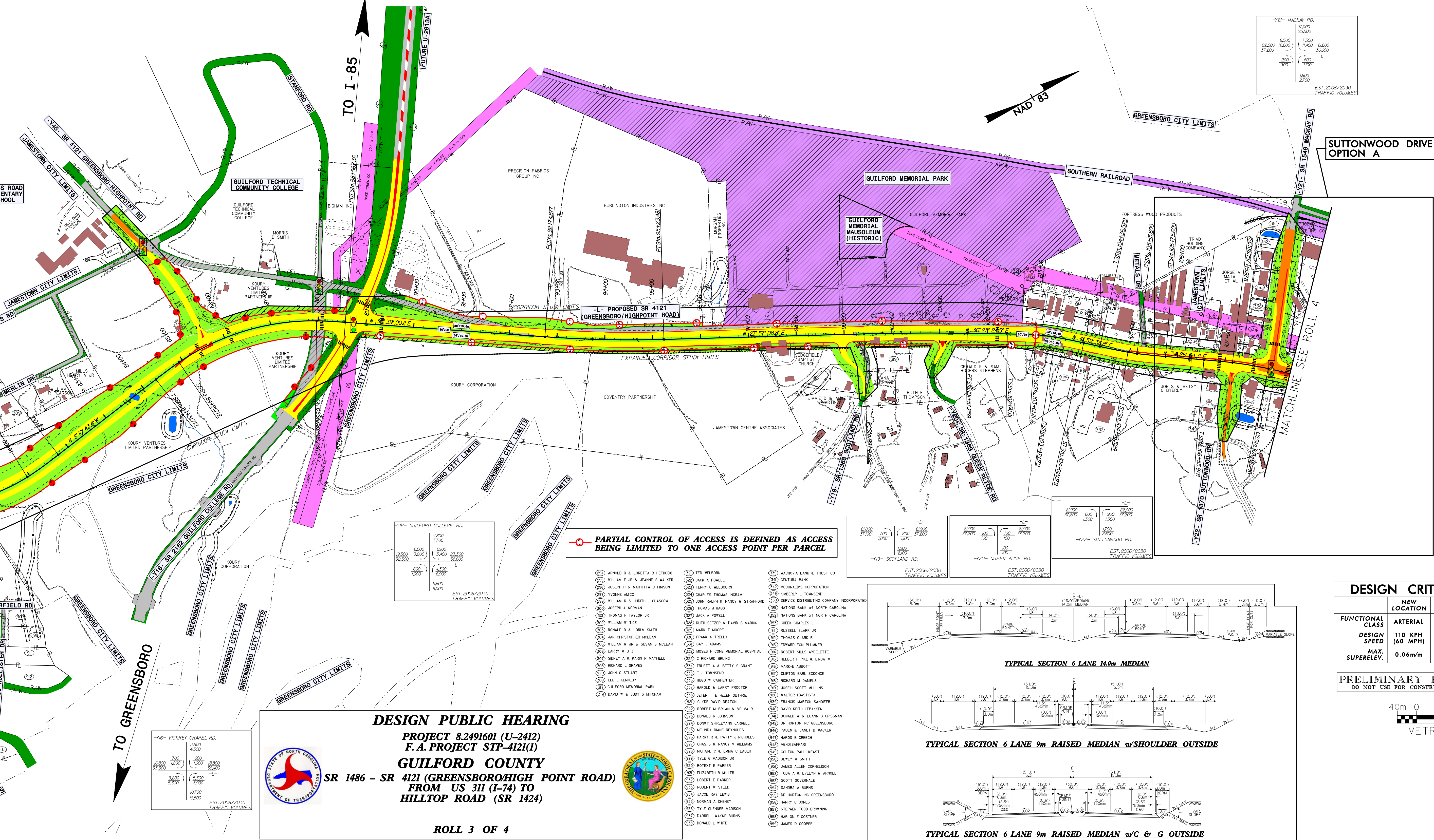
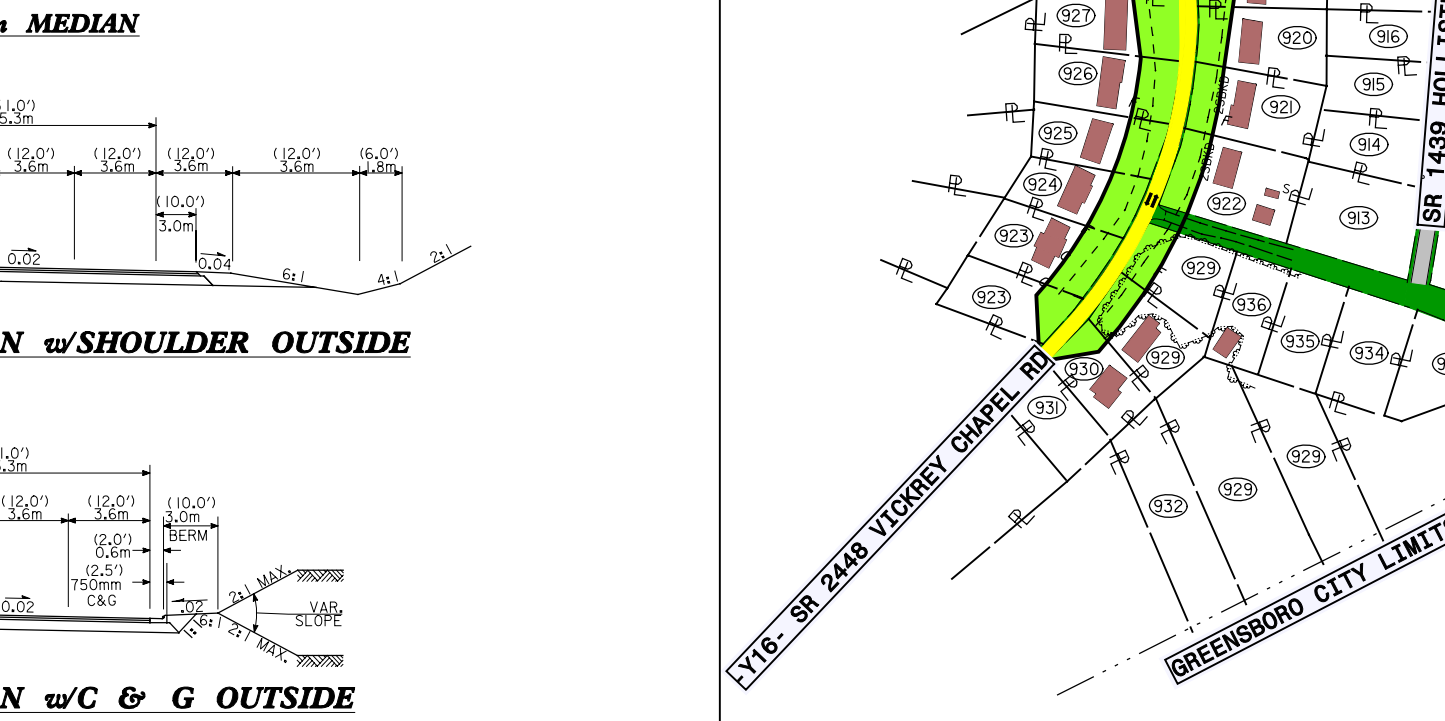
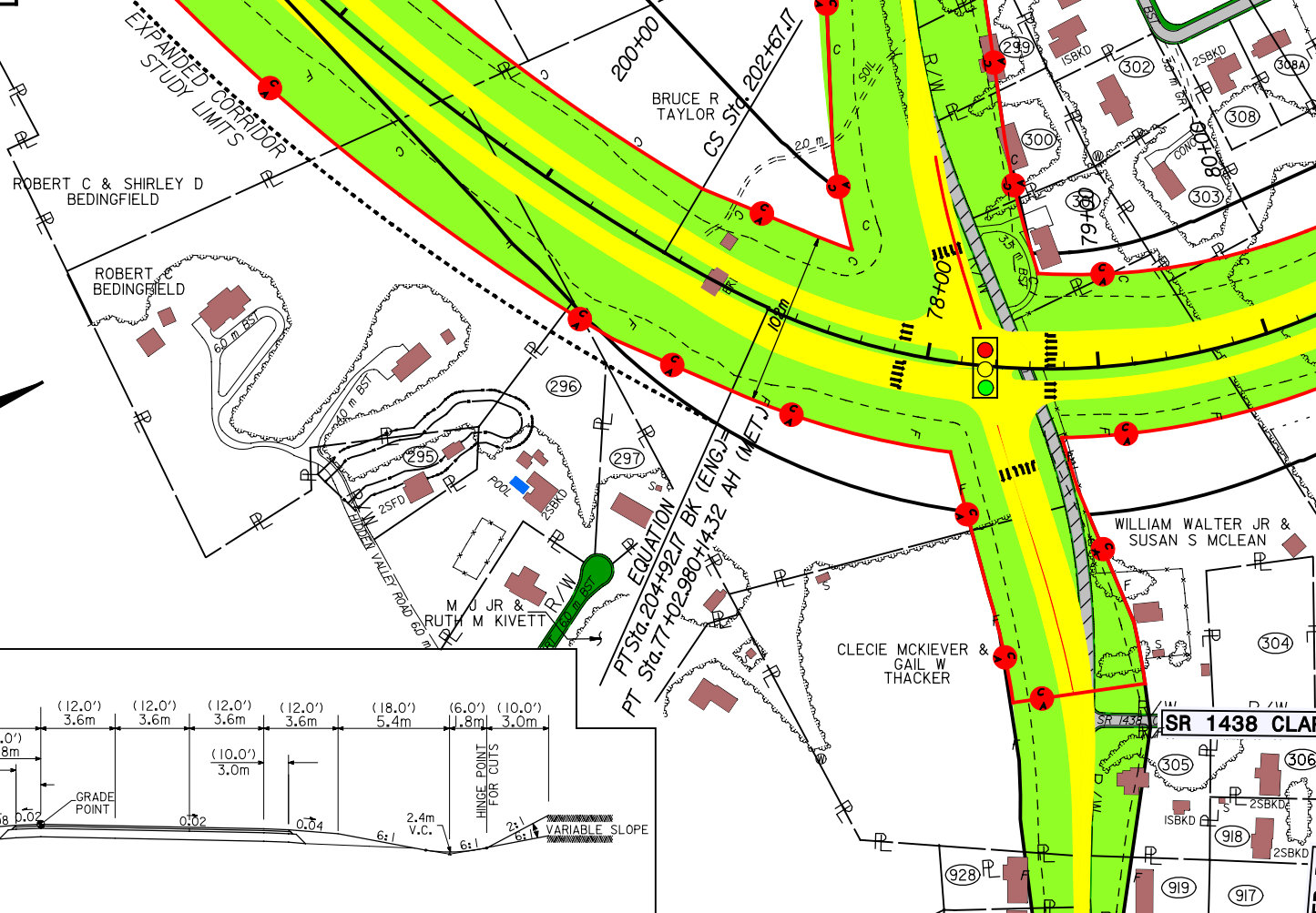
- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ALL EASEMENTS
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- TEMPORARY ROADWAY / DETOURS
- FUTURE ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- FUTURE STRUCTURES, ISLAND, CURB AND GUTTER
- WETLANDS
- RAILROADS
- RAILROADS DETOURS
- RAILROAD RIGHT OF WAY
- UTILITY EASEMENT
- CEMETERIES
- PROPOSED FULL CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- HISTORIC PROPERTIES
- NOISE SENSITIVE AREA
- DEIS REEVALUATION CORRIDOR
- EXPANDED CORRIDOR

~L- CURVE DATA

Sta 203+98.90 Pc Sta 78+76.722 L = 136.32 Ts = 136.32 Ls = 136.32 R = 400.00 ST = 3.53	Sta 81+20.983 Pc Sta 78+76.722 L = 136.32 Ts = 136.32 Ls = 136.32 R = 400.00 ST = 3.53	Sta 84+71.719 Pc Sta 78+76.722 L = 136.32 Ts = 136.32 Ls = 136.32 R = 400.00 ST = 3.53	Sta 86+49.37 Pc Sta 78+76.722 L = 136.32 Ts = 136.32 Ls = 136.32 R = 400.00 ST = 3.53	Sta 88+46.743 Pc Sta 78+76.722 L = 136.32 Ts = 136.32 Ls = 136.32 R = 400.00 ST = 3.53
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~L- CURVE DATA

Sta 103+92.282 Pc Sta 103+92.282 L = 245.04 Ts = 124.404 Ls = 245.04 R = 2500.000 ST = 20.005	Sta 105+15.605 Pc Sta 103+92.282 L = 245.04 Ts = 124.404 Ls = 245.04 R = 2500.000 ST = 20.005	Sta 107+15.605 Pc Sta 103+92.282 L = 245.04 Ts = 124.404 Ls = 245.04 R = 2500.000 ST = 20.005	Sta 109+15.605 Pc Sta 103+92.282 L = 245.04 Ts = 124.404 Ls = 245.04 R = 2500.000 ST = 20.005	Sta 111+15.605 Pc Sta 103+92.282 L = 245.04 Ts = 124.404 Ls = 245.04 R = 2500.000 ST = 20.005
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SUTTONWOOD DRIVE - OPTION B

SUTTONWOOD DRIVE OPTION A

METRIC

40m 0 80m

LEGEND

- BUILDINGS
- EXISTING RIGHT OF WAY
- PROPOSED RIGHT OF WAY
- ALL EASEMENTS
- EXISTING ROADWAY
- EXISTING ROADWAY TO BE REMOVED
- EXISTING ROADWAY TO BE RESURFACED
- PROPOSED ROADWAY
- TEMPORARY ROADWAY / DETOURS
- FUTURE ROADWAY
- PROPOSED STRUCTURES, ISLAND, CURB AND GUTTER
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE RETAINED
- EXISTING STRUCTURES, ISLAND, CURB AND GUTTER TO BE REMOVED
- FUTURE STRUCTURES, ISLAND, CURB AND GUTTER
- WETLANDS
- RAILROADS
- RAILROADS DETOURS
- RAILROAD RIGHT OF WAY
- UTILITY EASEMENT
- CEMETERIES
- PROPOSED FULL CONTROL OF ACCESS
- PROPOSED PARTIAL CONTROL OF ACCESS
- EXISTING CONTROL OF ACCESS
- PRESENT ADT
- FUTURE ADT
- PROPERTY LINES
- PROPOSED TRAFFIC SIGNAL
- EXISTING TRAFFIC SIGNAL
- HISTORIC PROPERTIES
- NOISE SENSITIVE AREA
- DEIS REEVALUATION CORRIDOR
- EXPANDED CORRIDOR

DESIGN CRITERIA

FUNCTIONAL CLASS	NEW LOCATION	WIDENING EXIST.
ARTERIAL	110 KPH (60 MPH)	80 KPH (50 MPH)
MAX. SUPERELEV.	0.06m/m	0.06m/m

PRELIMINARY PLANS
DO NOT USE FOR CONSTRUCTION

TYPICAL SECTION 6 LANE 9m RAISED MEDIAN w/C & G OUTSIDE

